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NEW SOVIET RAILROAD CONSTRUCTION;
SLOW PROGRESS REPORTED AT SEVERAL PROJECTS

BAKU ELECTRIFIED RR EXPANDS -- Baku, Bakinskiy Rabochiy, 6 Jul 51

The Baku Electrified Railroad has been expanded 300 percent during the
 35 years it has been in existence.

In 1949, a new electrified stretch, Kala-Mardakyany-Buzovny, was put into
 operation, thus completing the electrified circle at the Apsheron peninsula.
 Completion of the electrified circuit Baku-Sabunchi-Surakhany-Kala-Mardakyany-
 Buzovny-Baku was announced in Bakinskiy Rabochiy, 3 July 1949.

At present, the Baku suburban electrified railroad section carries more
 than 100,000 passengers daily, five times more than in 1926. In all, 739 mil-
 lion passengers and more than 2½ million tons of freight have been carried in
 the past 25 years.

CONSTRUCTION WORK LAGS ON MOINTY-CHU RR LINE -- Moscow, Gudok, 17 Jun 51

Mechanized columns working on the Mointy-Chu construction project have
 consistently failed to complete their planned excavation work since the start
 of 1951. The work planned for the first quarter 1951 was completed only 30
 percent, the April plan 50 percent. Excavation work continued to lag in May.

Sredazhzheldorstroyemkhanizatsiya (Central Asia Administration for Mechan-
 ization of Railroad Construction Operations) has been responsible for these
 poor indexes in excavation work. Work discipline has been neglected, and mea-
 sures have not been taken to assure the speedy and timely repair of machinery.
 As a result, many excavators have broken down, causing long delays.

Transportation delays of the machinery shipped to the Tashkent Repair
 Plant and returned to the Mointy-Chu site have also held up progress. For ex-
 ample, an E-502 excavator ceased operations in December 1950 but was not shipped

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to the plant for repair until January 1951. The machine was repaired on 20 March, shipped back to the construction area on 14 April, and did not start operations again until 26 April. There were many instances of delays of this type.

The quality of machinery repair work has been very poor. Machines frequently break down shortly after they have been returned from the plant.

Frequently, the machines are idle because of poor work organization. One machine was shipped from the 15th to the 13th Column where it was idle for some time because there was no operator there to operate it. At the same time, two excavator operators were idle at a neighboring column because excavation machines had not yet arrived. In another case, four excavators were delivered to a construction column but could not be efficiently utilized as only 15 trucks had arrived and only half of these were serviceable. At the same time, trucks were lying idle at two construction columns because excavators had not arrived. When Aseyev (chief of Sredazzheldorstroyemkhanizatsiya) ordered trucks to be transferred from one column to another, only a few of the requested trucks would be transferred and those after some delay.

As field repair shops have not yet been set up, too much time is consumed in making minor repairs on the excavators.

Track has been laid along the entire Mointy-Chu line for the purpose of hauling earth. This track is little utilized in spite of the lack of motor transport.

Less roadbed was laid in May than in April on the Mointy-Chu line. Less than half of the machines are working at one time and those not at full capacity. In the first 5 months of 1951, only 10 percent of the year plan for laying the roadbed was completed and the cost of construction operations has increased considerably. Leaders of Glavzheldorstroyemkhanizatsiya (Main Administration for Mechanization of Railroad Construction Operations) appear indifferent about the failures of Sredazzheldorstroyemkhanizatsiya to utilize mechanized methods fully in construction work and to complete their planned tasks.

TRACK LAID ALONG MOINTY-CHU LINE -- Alma-Ata, Kazakhstanskaya Pravda, 20 Jun 51

Completion of a main track (glavnyy put') [probably a construction line as mentioned above] of the Mointy-Chu line was accomplished in 1950.

LOW-QUALITY WORK ON STALINSK-BARNAUL PROJECT -- Moscow, Gudok, 8 Aug 51

Many of the embankments which were constructed a year ago along the Stalinsk-Barnaul construction line have washed out and the drain ditches have filled. These embankments had been completed except for reinforcing them with sod or some other stabilizing material. When asked by the chief of the section responsible for this reinforcing work what material to use for stabilizing the embankments, leaders of the Stalinsk-Barnaul Construction Administration recommended the use of sod without considering that there was no sod available in the vicinity of the construction project. While correspondence concerning this subject was going on, rains came and the unstable clay embankments slid, ruining them to such an extent that the job had to be done over again. The embankments slid on another section, where track had already been laid and the ballasting work accomplished, because again the banks had not been stabilized.

As construction plans specified sod to be used for stabilizing the banks, construction chiefs seem reluctant to use other materials which are at their disposal for this work.

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Moscow, Gudok, 2 Aug 51

Mechanized Column No 1 of the Stalinsk-Barnaul railroad construction line is building a line in the taiga through damp clayey soil. By correctly utilizing machines and mechanization techniques and by properly organizing work, the column is exceeding its plan month after month.

Moscow, Gudok, 25 May 51

The Stalinsk-Barnaul Construction Column No 1 is working in the center of the Salair taiga.

KAKHOVKA TO GET RR LINE --- Moscow, Pravda, 25 Jul 51

Workers of the Khar'kov Administration of the Construction and Restoration of the Southern Railroad System have pledged to construct a railroad line and to start operation on a railroad line to Kakhovka by 5 December 1951. Preparation of the roadbed is well under way and the crews have started to lay the rails.

RR LINE TO KUYBYSHEV GES SITE NOT COMPLETED -- Moscow, Rechnoy Transport, 25 May 51

The railroad line to the site of main operations of the Kuybyshev GES is not yet completed. All freight needed by the GES project workers is shipped on the Volga or by dirt roads. During the winter months when the Volga River was frozen, all shipments were shipped by motor transport. Severe winter conditions hindered the latter operations, and at times truck drivers were not able to reach their bases and had to remain out overnight.

Tbilisi, Zarya Vostoka, 8 Jul 51

According to the newspaper Volzhskaya Kommuna, a new railroad has joined the Syzran' station with the Zhigulevskiy Construction Region of the Kuybyshev GES on the right bank of the Volga. One thousand kolkhoz members of Kuybyshev, Saratov, and Penza oblasts took part in the construction. The new railroad makes it possible to deliver heavily loaded trains with freight to "Kuybyshev-gidrostroy" (Organization for the Construction of the Kuybyshev GES) almost to the location of the future dam itself.

VOLGA-DON CONSTRUCTION REGION GETS NEW RR STATION -- Moscow, Izvestiya, 15 Jul 51

A new railroad station has been constructed in the center of the Marinovka Construction Region of the Volga-Don Canal. It is located between the dam's 11th and 12th locks and is a part of the Stalingrad Railroad System. The Marinovka Station replaces the Krivomuzginskaya Station, which is being dismantled since it lies in the area which will be flooded when the Tsimlyanskaya reservoir fills up in the spring. In the first few days of operation, the Marinovka Station became one of the largest stations of the Stalingrad System in regard to freight turnover. More work remains to be done on the station, which is to be completed in July.

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NEW SERVICE OPENS ON RIGA SHORELINE -- Riga, Sovetskaya Latvya, 16 Jun 51

On 16 June 1951, service was opened on the second section of the Riga Shoreline from Dubuldy to Sloka. The line is now electrified from Riga to Sloka.

STALINGRAD TO GET NEW RR STATION -- Moscow, Izvestiya, 12 Jul 51

Construction of a new railroad station has been begun in the city of Stalingrad.

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